Bloomfield Record.

VOL. X NO. 471.

BLOOMFIELD, N. J., SATURDAY, JANUARY 28, 1882,

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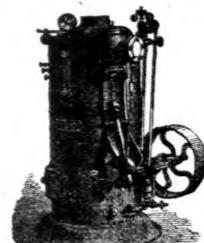
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Pie	ces for mending given with each Boy's and Child's Suit. S						CION
AID	TO OUT OF TOWN ORDERS. Samples, with prices						
arg	e. SEND FOR OUR RULE FOR SELF MEASUREMENT.						,

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of the American Continent. These Top Buggies are in every State from Maine to California, and from the Lakes to the Gulf, and hundreds of testimonials have been received from every part of the country evincing the entire satisfaction of

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manufactured by Emerson, Fisher & Co. are now in use, attesting their great and merited popularity, and in order to meet the demand which has increased year by year, the facilities of their mammoth establishment have recently been extended, enabling them now to turn out in good style, during the

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LITERATURE OF THE DAY. WINTER LIFE IN HOLLAND.

a red-letter one : and, to crown all, comes world. the pleasant sensation of feeling deservedly of the Maas is most uncertain; while other still remain land-bound. The Mass runs first coating of ice to form. When a severe | than double them in distance. frost catches the still water during the night sledges for the children. These are precise sponding trains on our steel-railed line trivances; the child sits with just room for its feet, and, with stick in each hand, pushes astern and propels itself ahead. The adult sledges are in some cases simply gorgeous, as the opportunity affords great latitude for form, great scope for variety of gear, harness and trappings. They are generally rather of the swan outline, the . "sleighers" sitting in the body, the driver perched at the back, as on the tail, the sweeping-irons following the curve of the swan's neck; over these run the reins. One horse

THE OLD-PASHIONED BANKER.

generally constitutes the team, but in an

old engraving three horses in single file are

The old-fashioned banker used to go to his office so punctually that you might set a them extravagant, he showed them little accounts were balanced; and we have known of clerks being kept up for hours until the error of a penny could be rectified. Old Simon of Cambridge gave a man £20 to detect the error of a penny in his accounts. The old-fashioned bankers were the men who kept up to the last the powder and pigtail, the top-boots and knee-breeches. The half-holiday was an institution totally unby the system. If any of their customers were found to have booked places at the coach offices it was soon arranged that they Hill's innovations have nowhere been more The banker in old times never concerned himself with literature. He would be regarded as going to professional perdition. He would be looked upon as the Cambridge candidate for honors who falls in love or became to Lord Chief-Justice Ellenborough that a young banker named Rogers had just published a poem on "The Pleasures of Memory," he exclaimed, "If old Gozzy"— alluding to the respective head of the firm with which he was banking-"ever so much morning." An absurd story is told of an old banker, of a single pint of porter being invariably placed at the bottom of his stairthe pint was exchanged for a pot. A custime for your customers to look after their balances."-London Society

THE GREATEST SPEED.

A critical examination of the speed of cepted notion of their great velocity, nor prove that progress in accelerating speed which was to be looked for in the country where the railroad was born and cradled. The famous "Flying Dutchman," on the Great Western Railroad, makes the run from London and Excter, one hundred and ninetyfour miles, in four hours and fourteen minutes. With four stops, it attains a speed of

forty-six miles an hour, A train on the Great Northern road, the be applied from without, but must spring Leeds Express," does better. It makes from within. the distance from London to Leeds, one hundred and eighty-seven miles, in four hours, almost forty-seven miles an hour, ing and disliking things that never happen

The train carrying the Irish mail to Holyline, and dubbell yours ago the "Wild Irish back to normal conditions.

man," has new sunk into comparative obscurity with its rate of a little less than forty

The competition over several of the great In Holland the fun of winter life takes lines to the populous Scotch cities leads to many forms; and winter facilitates locomo- some fast schedules. The morning express tion, as the highways of summer available on the Great Northern road makes only four for trek-schuits become the best thorough- stops along the line from Edinburgh, three fares for those who skate. In this way, I hundred and ninety-five miles, and flies directly the ice bears, visits are made and over the whole distance in nine hours, with distances traveled which cannot be done in the average rate of almost forcy-four rulles summer: and, instead of going round and an hour; and on the Midland line the Scotch round as we do here on a small confined express runs the four hundred and twentyspace, the Dutch make up a party and pay five miles to Glasgow with a speed of forty a visit to some neighboring town or village. | and one-half miles an hour. These are the A bright winter's morning is always exhibar- four swiftest trains in England, and, as ating, especially to those whose red particles | will be seen, the Leeds express, with its are doing their work satisfactorily; how rate of forty-seven miles an hour, is the much more so when cheerful company, free | fleetest of them all. Three out of the four exercise, variety of character, and constant trains probably beat the running time for change of scene all tend to mark the day as | the same distance on any other roads in the

They are all, however, far outstripped for tired, with a night's rest well earned. a shorter distance by the train on the Paint-Should the frost be sufficiently severe, a sylvania Railroad, which leaves Jersey City river is most interesting, being on a large at 4:10 p. m., and makes the rem of al-out scale and partaking more of the character eighty-eight miles to Philadelphia in one of a fair, which is the case, for instance, on | hundred minutes, with one stop at Trenton. the Maas, at Rotterdam. This is very well The fifty-two and eight-tenths usiles ru pictured in some of the old Dutch engrav- hour, made by this American train, is probings : one particularly gives an admirable ably without parallel in the schedule time of idea of the whole thing, showing sledges, any railroad company on the globe. It may ice-boats, stalls, booths. Now, the freezing | be mentioned that the fast trains recently put on by the Pennsylvania and the Vanderwaters are frozen hard, the Rotterdamers | bilt roads between New York and Chicago compare well as to time with the long races very strongly, and the difficulty is for the on the English and Scotch lines, and moze

On both the American and English system then "once begun soon done," and the of railroads it must also be remembered that crews, who turn their borths at night, wake | for short stretches of straight track, with up in the morning to find themselves frozen | good road bed and favoring grades, a speed of in. The canals naturally soon freeze over, sixty miles or more an hour is not very nuand the trek-schuit traffic is supplanted by common. The ordinary time of passenger baggage-sledges, large and small. Near trains on the British milroads does not vary dwelling-houses are seen the little box- much, if any, from the speed of the correly the same as the seventeenth century con- about thirty-five miles an hour for express and twenty-five for accommodation trains .-

GREAT SALT LAKE The lake, from which this town, writes a correspondent, take its name—the full name is the "City of the Great Salt Lake "-is a very curious and interesting body of waters It is about one hundred miles long, from north to south, some twenty-five to thirty-five broad, from east to west, is more than foul thousand test above the sea level, and has no outlet. Its greatest depth is sixty feet, shown drawing a sledge de luze, - Good but it is generally very shallow, being it many places not more than twofor three feet deep. At one time it must have been vastly larger than it is now, sprending, an inland sea, for bundreds of miles. The water is transparently clear, but so salt-it contains 23 per cent, of chloride of sodium -as to form one of the most concentrated

It was long thought that it contained no living thing, but recently a kind of shringand several species of insects have been found in it. Large flocks of guilla, ducks, geese and swams frequent its berders and islands, one of the latter-Antelone foundbeing eighteen miles long: It is no buoy. his head and neck, his legs to the kness, and arms to the elbow, being entirely out of water. In a sitting posturer with arms dutended, his shoulders will rise above the known. The country bankers sent up to surface. But swimming is hard, as the lege town heavy percels by Pickford's van, a can hardly be kept under the water, neil the guard with a blunderbuss keeping watch | brine is so strong as to nearly strongle him over them. In those days of expensive who swallows it, and causes severe pain if postage it was a great object to send letters | it gets into the eyes. Nevertheless, a lath by private hands. A Manchester book call in the lake is refreshing, although frosh culated that it saved the pay of two clerks | water is required afterward to remove the

The lake was first made know to the widte race nearly two hundred years ago, through should take letters to town. Sir Rowland | Baron La Hontan, who had learned of its existence through some Western Indians. efficacious than in the province of banking. It was formerly named Timpanagos; was supposed to be much bigger than it is, and to have an outlet into the Pacific. Frequent was the first white man to navigate diawaters, and he described it in 1843. The lake reminds one in many respects of the takes himself to poetry. When the news Dead Sea, and the recembiance had its influence in deciding the Mormons to settle here, associating the neighborhood with Judes, and prompting them to name the river Jordan. They have copied verious features of ancient Israel, and claim to be-

A SHREWD SPECULATOR.

eral years ago a Baptist society was formed near Brunswick, and a church edition was The man employed to perform the work of removal-whether one of the descond or not does not appear bought a minist of the pews at a small price, got up a religious of English railway trains, writes a corre-excitement in the village, and when it was spondent, does not sustain the commonly ac- at its hight, closed out his purchase at a

> In matters of life pertaining to health, there is at present no conscience with the people, but there should be one, and you and I ought to help create it.

> One can be corrected and perfected only by one's self. Moral government noust not

Most of our misery comes from our fear-

head, over the London and Northwesters All disease is nature's efforts to get one